

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,
HONGKONG.

[247a]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, RHEUMATISM, HEMORRHOIDS and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

[1242]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c. &c. &c.

Cost Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

WORTH A GUINEA A BOX.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG,
AND SINGAPORE.

THE Steamship

"VINDOBONA,"
having arrived. Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This vessel brings Cargo:From Trieste, ex S.S. *Imperator* transhipped
at Bombay.
From Venice, ex S.S. *Massimiliano* and
Carlotto transhipped at Trieste.
From Levant Ports, ex S.S. *Thalia*.Optional Cargo will be discharged here unless
notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have been landed, and all claims must be
sent in to the Office of the Undersigned before
Noon on the 21st instant, or they will not be
recognised.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 14th November, 1899. [1235a]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "KONIG ALBERT."

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, whence delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undischarged after the 22nd instant, will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 21st instant,
and THURSDAY, the 23rd instant, at 9.30 A.M.
All Claims must reach us before the 21st
December, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 15th November, 1899. [1394a]

NOTICE TO CONSIGNEES.

FROM HOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"SANKIN."

Consignees of Cargo by the above named
steamer are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.H. A. RITCHIE,
Superintendent.

Hongkong, 15th November, 1899. [5]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

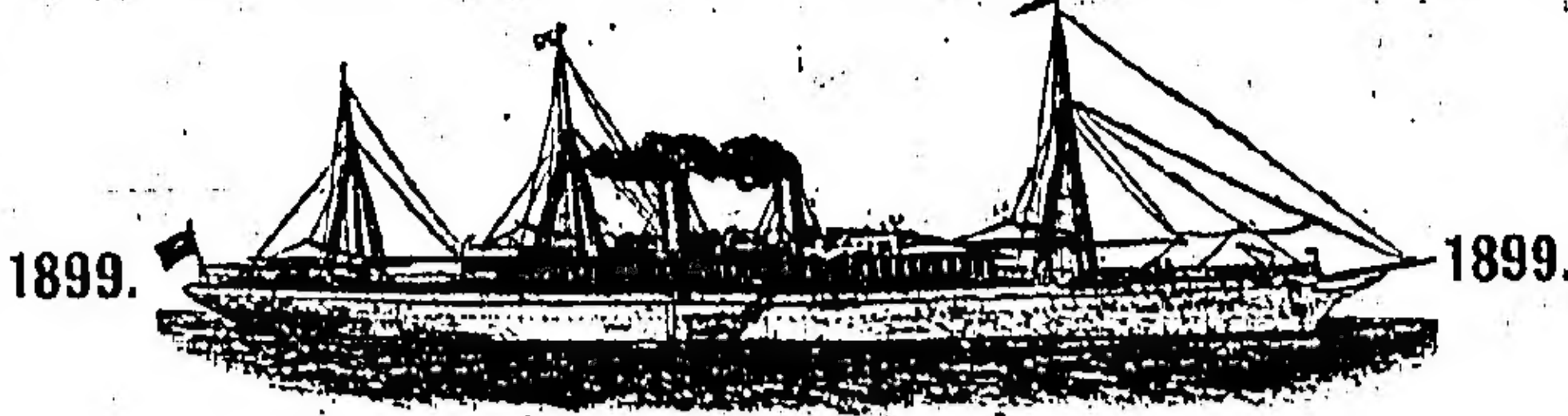
STEAMSHIP "BENLOMOND,"

FROM LEITH, LONDON & SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undischarged after the 24th instant, will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 30th
instant, or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th instant, at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 18th November, 1899. [1441a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. * SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAN STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street, [5]
Hongkong, 25th October, 1899.NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.City of London 3,229 [R. W. Scarff] Nov. 21.
Queen Adelaide 2,832 [F. McNair] Nov. 25.
Saint Irene 3,877 [W. Attree] Dec. 9.
City of Dublin 3,328 [J. R. Rae] Dec. 30.

Also

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.Nonnanthshire 2,874 [W. A. Evans] Dec. 23.
Aberdeen 3,777 [J. Murray] Jan. 27.THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 16th November, 1899. [4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.Lady Joyce 3,194 about Nov. 30
Strathgyle 3,023 about Dec. 15
Carthage City 3,602 about Dec. 31

THE Steamship

"LADY JOICEY"

will be despatched for SAN DIEGO via
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about THURSDAY, the
30th instant.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 4th November, 1899. [1230]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, GYLLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for HAVANA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"BENGAL,"
Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 25th
instant, at Noon, taking Passengers and
Cargo for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at the Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 11th November, 1899. [5]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;

VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu.) Thursday, 30th Nov.,
at Noon.Do. (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu.) Saturday, 23rd Dec.,
at Noon.Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu.) Saturday, 20th Jan.,
1900, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.Special rates (first-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Passengers who have paid full fare, re-
maining at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th November, 1899. [1230]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU	VICTORIA, B.C. and SEATTLE.	TO-MORROW, 21st Nov., at 4 P.M.
M. J. CURROW	U.S.A., via KOBE & YOKOHAMA.	THURSDAY, 23rd Nov., at Noon.
KOSAI MARU	VLADIVOSTOCK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 23rd Nov., at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA.	FRIDAY, 24th Nov., at 4 P.M.
N. Frenat	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.
KASUGA MARU	KOBE and YOKOHAMA.	SATURDAY, 25th Nov., at 4 P.M.
HIROSHIMA MARU	NAGASAKI, KOBE, and YOKO-	TUESDAY, 28th Nov., at Noon.
FUTAMI MARU	HAMA	FRIDAY, 1st Dec., at Noon.
J. Thom	BOMBAY, via SINGAPORE and COLOMBO.	
MUKE MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	
SANUKI MARU		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 20th November, 1899.

NORDDEUTSCHER
LLOYD.

(Freight Service.)

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

HAMBURG-AMERIKA
LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
DAMBERG	HAVRE and HAMBURG.	About 28th November. Freight.
*KONIGSBERG	HAVRE and HAMBURG.	About 10th December. Freight and Passage.
AMBERIA	HAVRE and HAMBURG.	About 24th December. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Na-
gasaki, Kobe, Inland Sea, Yokohama and Honolulu.) Saturday, 9th Dec., at Noon.NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolu-
lu.) Wednesday, 3rd Jan., 1900, at Noon.AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolu-
lu.) Saturday, 27th Jan., 1900, at Noon.

THE Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be marked
to address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th November, 1899. [1230]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Algoa (via Kobe,
Yokohama & Hono-
lulu) Thursday, 23rd Nov.,
at Daylight.China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 16th Dec.,
at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA"

will be despatched for SAN FRANCISCO,
via KOBE, YOKOHAMA and HONO-
LULU, on THURSDAY, the 23rd instant, at
Daylight.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACI-
FIC, UNION PACIFIC, DENVER and RIO
GRANDE, and NORTHERN PACIFIC
RAILWAY on payment of £4 in addition to the
regular tariff rate.Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.Particulars of the various routes can be had
on application.

FIRE AT SHANGHAI.

SHANGHAI, 14th November.
A fire of unknown origin broke out at 1.35 yesterday morning in a cook-house, which was situated in the upper back story of No. 70, Honan Road, a house on the east side of the road between the Foochow and Sinking Roads. The flames worked along the back of the property and in a short time had grown to rather large dimensions, resulting ultimately in the total destruction of six shops and a gate-house. The Victoria, Mitholoong, and Hongkong companies were quickly on the scene and with a copious supply of water ably dealt with the fire which was practically extinguished by three o'clock. The Mitholoong, however, whose district it was, did not quit until 4.30, when the departmental engineer took charge, and found it necessary to play on the smouldering debris until 8.30. During the operations an electric light pole ignited and to avoid an accident the circuit was switched off. The property was owned by Messrs. E. D. Sussan and Co., and insured in the Commercial Union for Tls. 10,000. The contents of the house in which the fire originated and which was only partially damaged by fire and water are insured for Tls. 27,000—Tls. 13,000 in the New Zealand and Tls. 14,000 in the Royal No. 69 was also only partially damaged. The North British have a line of Tls. 5,000, the Commercial Union Tls. 4,000, the Salamander Tls. 3,000, all of which are total loss. The Phoenix and North British have Tls. 7,000 and 15,000, respectively, only partial loss.—N. C. D. News.

MEDALS IN THE SHANGHAI POLICE FORCE.

At the recent police parade which was held at the desire of H. R. H. Prince Henry of Prussia says the N. C. D. News, favourable comment was made on the number of medals that adorned the breasts of the force, and a list of them may be of interest. Most of the decorations are worn by the Sikhs owing to so many of them having taken part in numerous Indian frontier wars. First dealing with those worn by the Europeans, heading the list we have Capt. Pattison with the Zulu war medal, then Inspector Collins with the Indian Frontier medal, with Burma 1885-7 and Harza 1891 clasps, also the Royal Humane Society's Special Medal with two clasps for life saving. Sergeant Madsen, the only foreigner in the force who has a decoration for local services, possesses the German Humane Society's medal for saving a man from drowning. Amongst the Sikhs there are no fewer than twenty-three recipients of active service, the most famous of which is probably the sarjant given for making under Lord Roberts the world-renowned march from Kabul to Kandahar in 1880. This is worn by two sergeants Nos. 80 and 61, who also possess the Afghan medal. Two constables, Nos. 176 and 143 have the Chitral medal and seven others Nos. 103, 132, 104, 85, 165, 77 and 94 are decorated for the Waziristan Campaign of 1894-5, one of whom, No. 132, has the Samana (1891) medal, whilst three, Nos. 182, 203, and 61 have the Harza medal. Constable 67 holds the Egyptian medal, the Khedive's star and the Burma medal for service in the year 1887-9, and 1889 and 1891 and No. 60 for 1887-9.

KANG YI AT SHANGHAI.

Kang Yi, the Empress Dowager's High Commissioner to collect funds, arrived in Shanghai from Canton in the China Merchants' steamer *Kwanglee* on Sunday week and was met at the Kinlooyuen wharves by all the local civil and military mandarins, who tendered the hospitality of the city by inviting the Commissioner to make his quarters at Ambassadeur's Hall, North Honan Road. Kang Yi, however, declined the invitation, electing to stay in one of the Chinese hotels on the ground that he was unwilling to put the Shanghai officials to any expense.

WUOHANG.

November 6th.

Hankow and Wuchang have of late had their share of ordinary and extraordinary distinguished visitors. Amongst the former we reckon the representatives of certain well-known Shanghai firms whose advent in an outport is always a source of genuine if mild excitement, and for a few days "Have you been to Weeks?" takes the place of conventional remarks about the weather. Amongst the extraordinary visitors we have done our best to welcome an English Admiral and the United States Minister. The latter arrived in the *Albatross* on Tuesday, the 25th of October. On Wednesday he called on the Viceroy with whom he had some conversation about the Hankow-Canton Railway. On Thursday he visited the Iron Works and Arsenal at Hayang, and in the afternoon drove out to the Wuchang pagoda, with the Captain of the *Albatross*, the U.S. Consul, and other friends. On Friday he paid a second visit to the Viceroy and the next day returned to Kuliang. Whilst there he intends to visit Kuling and it is generally hoped the visit may help towards the desired extension of the Kuling Estate.

FIRES.

As at this time, last year, there have been a few serious fires, though happily neither so serious nor frequent as those we witnessed last year. In Wuchang the people have, however, subscribed and are now making good a fire special night watchmen for the sole purpose of preventing incendiaryism. A very strange fire took place near the Viceroy's Chinese College a month or so ago. The channel between two lotus ponds was crossed by what we always looked upon as a stone bridge. On one of those nights when the Chinese are more than usually devout in burning cash paper to supply the shades of their ancestors with ghastly coin, a large quantity of paper was burnt on the bridge. Whether the spirits thought it a suitable opportunity to procure a bridge as well as money or whether the stone bridge proved to be merely a wooden one paved over, we leave to others to say, but the fact remains that the bridge was burnt and in place of a good broad path which riches could traverse there remain only a few charred beams and some uneven stones on the top of them.

THE GRASS-CLOTH MILL.

The new grass cloth mill the Viceroy is building is rapidly nearing completion. What looks like a good foreign house is already built and the roof on the mill will soon be tiled. The carriage roads we regret to say are becoming very rough and no efforts are being made to repair them. The heavy wheel-barrows with their knife-like wheels plough them up in a shocking manner.

DEATH OF AN OLD CHRISTIAN.

Great sympathy has been expressed towards the widow and family of the Rev. Chiu Shao-who, who lately died at Wuchang. Mr. Chiu, though a native of another province, was the first Protestant convert in Central China. Baptized more than twenty years ago by Dr. John, he was handed over by Dr. John to Mr. Cox of the Wesleyan Missionary Society when the latter began work in Hankow. For many years he has been the only ordained Chinese minister in connection with the Methodist Church in Hupoh. Mr. Chiu was a great friend of the late

Mr. Yen of Shanghai, whose son married his daughter, and whose wife was a schoolfellow of Mrs. Chiu. Mr. Chiu's relations were wealthy merchants in Anhui and by right he was the heir to considerable estates there, but in order to obtain possession he would have had to worship his ancestors or renounce all claim to the estates. He chose instead the comparative poverty of a Methodist preacher.

NEW COMERS.

The American Episcopal Church in Wuchang have received further additions to their ranks of late. Miss Osgood is in charge of the girls' boarding school, for whom a new and convenient building has been erected. Dr. Miss Glendon is in charge of the Women's Hospital and other workers are expected. The London Mission is also looking forward to being reinforced by a lady doctor, and a girls' boarding school is being started by Mrs. Foster. On the other side of the city the Wesleyan Mission are looking forward to welcoming two new workers, one of whom is a lady doctor.

PURCHASERS OF LAND.

Once more the officials are acting in a very high-handed manner in trying to prevent foreigners from obtaining possession of land which they honestly bought and paid for. Earlier in the year a plot of land was bought by the Wesleyan Missionary Society. It originally belonged to a mandarin named Sung who built on it a large semi-foreign house for himself and his wives. During the Japanese war Sung fell into disgrace and the house was razed. The big house place and in a few hours the new house was a ruin. Last year the Viceroy talked of widening the streets and removing the small hucksters from the roads and making them carry on their trade in markets or public courtyards. Sung's plot was one of several others selected as suitable sites for such markets. Sung was dead but his son agreed to sell the plot to the Viceroy. Just about that time came the coup at Peking, and the Viceroy, for the time, became a Conservative and nothing more was said about markets. In consequence none of the plots referred to have been purchased by the government and young Sung looked out for another purchaser. This he found in the Wesleyan Missionary Society, but before he sold, he made repeated attempts to ascertain if the Viceroy was still willing to purchase. As he could obtain no reply the land was sold to the W.M.S. In the ordinary course the deeds were sent to the local magistrate to be sealed. There they remained for about three or four months, then and only then, when pressure was brought to hasten the sealing, the excuse was made that the land was needed by the Government. The English Consul has taken the matter firmly in hand, but so far no satisfactory conclusion has been arrived at. The Chinese officials however are acting in a very high-handed and illegal way. Although the land is certainly not theirs, they never having paid a cash to buy it, they have forcibly taken possession and insisted upon the tenants on the plot paying their rents over to a public office, and this in spite of the Consul protesting against any such steps being taken whilst the case was *sub judice*. The local magistrate is a notable anti-foreign official and has more than once succeeded in causing anti-foreign trouble. In connection with this case he has stated that he will not, on any consideration, seal the deeds of any land sold to foreigners.

THE WAR.

News about the war is anxiously looked forward to. We hear that special telegrams are sent to the Viceroy every day. The disasters at Ladysmith may perhaps make him bolder in refusing justice to Englishmen.—N. C. D. News Cor.

NANKING.

November 10th.

The thirty-third annual meeting of the Central China Mission of the Methodist Episcopal Church convened at Nanking, in formal session, on Monday, the 6th of November. The meeting was presided over by the Rev. J. F. Rowe and Rev. S. Tsin-chen, the former as a deacon, the latter as an elder in the Church. The reports from the field were, in general, suggestive of hard work on the part of both the foreign and native brethren. In some parts unusual difficulties have been encountered, and in others everything has seemed to favour the missionary in charge. The fields showing the greatest advancement this year are situated in two different parts of the Mission, one in and around the capital of Kiangsi province, Nanchangfu; the other at Hsichou, north of the river, about forty miles north-west of Nanking. In both of these places the increase has been comparatively large, and the advancement towards self-support has been equally great.

The Rev. M. C. Wilcox from Foochow, with several of the native pastors from that district, and also the Rev. Spencer Lewis, the superintendent of the Methodist Mission in West China, were present and addressed the Meeting. There were but few changes in appointment, the principal ones being: the Rev. James Jackson from Kuliang to Wulu as Presiding Elder; the Rev. H. F. Rowe from Wulu to Nanchangfu; and the Rev. J. F. Newman from Nanchangfu to Kuliang.

Another change of importance to the mission was the establishing of five Presiding Elder districts instead of three, as follows: Chiankiang district, with Edward S. Little in charge; Nanking with Dr. Geo. A. Stuart; Wulu, with Jas. Jackson; Kuliang with R. E. Maclean; and Nanchangfu, with D. W. Nichols. This is a change that has been needed for some time, for the districts have been entirely too large for any one man to effectually work.

Bishop Cranston goes from us with the heartfelt thanks for the pains he has taken, and also the best wishes of all those with whom he has been associated in Central China.—N. C. D. News Cor.

THE EXEMPTION OF CHINESE SILK FROM DUTY IN JAPAN.

TOKYO, November 8th.
A motion was recently introduced into the Kyoto Chamber of Commerce for the abolition of the duty on Chinese silk, in order to encourage its importation into Japan and the exportation of Japanese silk abroad. The idea was that of too fine a quality to be woven into fabrics for home consumption, would result in some improvement in its manufacture. Wages and the general cost of production steadily increasing it was thought not advantageous to rely altogether upon the supply of silk threads at home, and cheaper Chinese threads of a coarse description were eminently suited for Japanese consumption. The matter was most carefully gone into from every possible point of view, but the conclusion arrived at is that the proposed abolition of the duty on Chinese silk would be fraught with dangers to the silk textile industry. The motion was, therefore, rejected. On the other hand, fully 20 to 30 per cent of Japanese threads are unfit for exportation because of their coarse quality. These might be advantageously worked in Japan. Such at least is the opinion of the committee who investigated the matter.—Kobe Chron. Cor.

FEMALE LABOUR IN JAPAN.

The substitution of women for men in minor official positions in Japan seems already to have begun. According to the *Chicago Shingyo Shimpu*, in consequence of the advance in the rates of labour of late, many business companies are showing an inclination to employ women in their offices where possible. The Japan Railway Company has under consideration a proposal to appoint women as ticket clerks in the booking offices at each station. The Government Railway Working Bureau has a similar proposal under consideration. The same authorities have decided to replace the staff in the Examination Office in the Traffic Department by women, and it is reported that this decision will be carried into practice from the next fiscal year.

RUSSIA AND JAPAN.

The latest sensation in the field of foreign politics is that Russia is privately negotiating for a considerable tract of land in the neighbourhood of Fusan. This proceeding is supposed to be a Rowland for the Manapho Oliver. It must be confessed that, whatever be the real issue of all these territorial manoeuvres, they have furnished much copy to journalists, and diverted a great many readers. It is reported to the *Jiji Shimpu* by telegraph from Peking, under date of the 5th instant, that out of the five conditions formulated by Japan in connection with the Amoy outrage, four have been accepted by China, but the discussion of the fifth is postponed pending the arrival of Baron Nishi in Peking. This unsettled point relates to the punishment of the local officials who are supposed to have been responsible for failure to control the rioters.

A PROPOSED GERMAN-AMERICAN ALLIANCE.

Rear Admiral Valois recently published a book entitled "Seekracht, Seegleitung, Seeherrschaft," which is attracting great attention in political, military and naval circles. It contains a powerful argument that the United States, as a leading colonial and exporting power, will necessarily become a keener competitor of England, and that it is the interest of both the United States and Germany to join hands in curtailing Great Britain's sea and colonial power. The writer strongly advises a naval alliance between the United States and Germany on other grounds and considers the possibility of a Franco-German alliance. Lieutenant Commander William H. Beecher, United States naval attaché in Berlin, Vienna, and Rome, who has sent a partial translation of the book to Washington, considers it the strongest exposition of naval policy and the most important naval work that has appeared for years.

GENERAL JOUBERT.

It is not generally known that General Joubert, the German Commander-in-Chief, has visited London, the German attaché being in connection with the settlement of Swaziland, when he was entertained at a banquet at the Hotel Metropole. This was during the second week of December, 1899, and the chairman of the evening was Sir Donald Currie, M.P. It is interesting to note that Mr. Alfred Beit was one of the committee on the occasion in question, and that the guests included Sir Gordon Spry and the then Attorney General, Sir Richard Webster. In proposing the health of the guests of the evening, the chairman said: "There should not be so far as England is concerned, any chance of a conflict with the people of the Transvaal." These sentiments were loudly cheered. General Joubert made quite a long speech in reply, and apologised not being able to "speak the English language properly."

DALAGOA BAY.

A cable to the *Sun* from Paris says the *Matin* states that Portugal concluded a secret treaty with Great Britain three weeks ago by which the British Government is allowed to land troops at Dalagoa bay and utilize the Portuguese railways for the invasion of the Transvaal if necessary. At the same time England agreed with Germany that in the event of England's exercising this right, Germany should receive compensation in the shape of Angola, and a free hand in Persia should be accorded Russia. As usual, the *Matin* says, France is left out in the cold.

THE SIBERIAN RAILWAY.

According to a communication from St. Petersburg, the construction of the Siberian Railway has at last reached the superlative stage. Traffic has already begun on the Transsiberian line, starting from the town of Sryetensk for a distance of 577 kilometres. In addition, 106 kilometres of rails have been laid between Missovoi and the river Selenga. There still remains a distance of 400 versts to be covered by railway, and it is hoped to accomplish this by next December. One can now go from St. Petersburg to Vladivostok by the summer route in twenty-seven days, but this journey will be shortened by five or seven days when the construction of the Transsiberian line is completed. The route will then be subdivided as follows:—From St. Petersburg to Irkutsk ten days, from Irkutsk to Sryetensk two days, from Sryetensk to Khabarovsk (by water) six days, and thence to Vladivostok two days, or twenty days altogether.

LUZON RAILWAY PROJECTS.

Special correspondence to the New York Tribune says:—
Agents for a company of Spanish capitalists, some of whom have been completing for the building of a modern railroad line in Luzon, that will connect Manila with all the important towns along the west coast of the island as far north as Laoag.

The route is kept secret, but it is understood that it will be the same as proposed in 1875, when the scheme for Government railroads in the Philippines was officially projected. Three lines were planned at that time, only one of which—the road which runs from Manila to Dagupan, a distance of 151 miles—was completed.

The company is keeping its movements secret to prevent the two or three companies that are said to be organizing in the United States for the purpose of building railroads in Luzon from anticipating it in securing the same route.

The Americans who have talked railroads here generally believe that a new town and port will be established either on the north coast of Luzon or the northern part of the west coast of the island as a terminal of the railroad. This would save twenty-five miles sailing to Manila for ships from the United States or from Hong Kong, and with rapid communication through the richest provinces of the island, would be reasonably certain to grow rapidly.—Pa. Ledger.

NO ANGLO-AMERICAN ALLIANCE.

AN EMPHATIC STATEMENT FROM THE SECRETARY OF STATE.

COLUMBUS (Ohio) September 12th.
In a letter to Chairman Dick of the Republican State Executive Committee, Hon. John Hay, Secretary of State, makes this emphatic statement regarding the alleged secret alliance between England and the United States:—

"There is no alliance with England, nor with any other Power under heaven, except those known and published to the world, the treaties of ordinary international friendship for purposes of business and commerce. No treaty of alliance exists; none has been suggested on either side; none is in contemplation. It has never entered into the mind of the President nor of any member of the Government to forsake, under any inducement, the wise precepts and example of their fathers, which forbade entangling alliances with European Powers." Philadelphia Public Ledger.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

<p> Ah Moo, Mrs. Alsopp, G. F. E. Abbott, E. Beeck & Co., A. Brooks, Captain J. S. Gingham, J. E. Barker, A. M. Baber, Miss Z. Blum, M. Bird, E. G. Balmer, Miss J. Buckley, P. Bachmann, Mrs. E. Barrand, N. Bowman, W. Bingham, Miss. Borrowdale, J. T. Britag, Mrs. L. Corradi, Mons. Crawford, T. C. Cohen, M. C. Calder, Miss. Crawford, F. O. Cong, G. Chubb, A. Camillo, C. Charoussat, P. Colant, Miss M. Chanson, Miss. Clemens, Mrs. J. Craue, Miss P. Conker, Dr. Dunlavy, F. J. Duncun, Mrs. J. A. Durocher, Mons. Debeaux, R. Dugrey, Mons. Dubbers, A. Dalton, E. C. Dark Yeona, Mons. Dahl, L. Dezo, Dr. Edelstein, P. Efford, Mrs. C. Fullam, Dr. W. A. Francis, Mr. Finanki, L. Ferraide, A. Fondey, C. F. Graham, Miss L. Guerra, T. Glasse, Mr. Gough, W. Gatt, L. Geetz, L. Hutchinson, Mrs. F. Hofstad, L. Harding, W. A. Hart, Miss M. Harvey, Mrs. C. Hudson, L. A. K. Heinsen & Oo, B. Heskeith, S. B. Harrison, W. H. C. Hayes, Mr. Havitt, Maria. Hold, J. G. Jones, Jas. Johnston, A. H. Jones, L. Kunkel, M. Kaimol, J. J. Lee Pung, Mr. Lloyd, G. R. Lock, H. S. Lamb, W. P. Lawson, H. L. W. Lehmann, A. </p>	<p> Marti, A. B. Metman, H. Mamedine, E. Mansfield, Miss M. Matthews, A. Moses, H. E. H. McKay, A. L. MacDonald, Mrs. E. Moane, G. H. McLeod, Mr. and Mrs. Moldajad, P. Maclean, Miss. Martini, Sig. Mitchell, J. McCoy, J. P. Nathan Sons, N. P. O'Donoghue, Miss M. Olin, C. Pincilli, C. H. Puschek, M. Porusse, L. Pantoch, T. Partridge, C. Pienouge, T. F. Pachey, Mons. Pava, S. Prynn, F. J. Pelley, Dr. A. Paulsen, Dr. A. Robinson, Mr. Rosa, Mr. de. Rozenburg, S. Royvold, J. Reyes, G. Rogers, Major A. Rouget, J. Roitstein, B. Saunders, Fred. Spammal Miss A. Spencer, C. N. Smallwood, E. E. Saleska, D. C. Saldanha, D. C. Stacker, P. L. Stronjon, J. Stanley, J. W. Scott, Miss M. K. Scott, Dr. A. K. Schindauer, H. M. Schustermann, W. Salt Man Abdul. Karim Ah. Inohamed. Strongfield, Sir M. K. Y. Sydney, W. A. Scott, J. G. Thomson, R. Troce, M. R. Taber, Miss H. Tompion, C. H. Thompson, H. Voebel, R. Willoughby, Capt. J. T. Walker, H. Wilckens, H. Weissmann, B. Walter, E. White, J. B. White, S. S. Whitelaw, W. R. Williamson, R. Wing Hup. Young, C. W. Young & Lawson, Messrs. Zulani, F. </p>
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Terms moderate, for Particulars apply to "Z."
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Hongkong, 18th August, 1899. [1048a]

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FOR SALE—A HARGAIN.
A DOUBLE-LENS
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CARRIES ONE DOZEN PLATES.
For Sale with the Camera—
PRINTING-FRAMES,
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Complete for \$70.
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FOR LONDON, VIA SUEZ CANAL.
The Steamship.

"GLENSHIEL."
Captain will be despatched as above on THURSDAY, the 23rd instant.
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The Company's Steamship.

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Captain Williams will be despatched as above on THURSDAY, the 23rd instant.
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Hongkong, 13th November, 1899. [1381a]

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FOR MANILA.
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Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 25th instant, at Noon.
This Steamer has Superior Accommodation for First Class Passengers.
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Hongkong, 12th November, 1899. [1355a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship.

"MACHAON."
Captain Hamah will be despatched as above on TUESDAY, the 28th November.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd October, 1899. [1333a]

OCEAN STEAMSHIP COMPANY.
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The Company's Steamship.

"IDOMENEUS."
Captain Riley will be despatched as above on TUESDAY, the 12th December.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th November, 1899. [1433a]

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THE NEW River Steamers

"SAMSHUI" & "WUCHOW."
will be despatched alternately from Messrs. DOUGLAS LAURIE & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHIHUNG and TAKHING.
Both Vessels have Superior Accommodation for Saloon Passengers.
Fares, including Sleeping Berth and Meals.
HONGKONG to SAMSHUI.
Single Fare \$10.00
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HONGKONG to WUCHOW.
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The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES".
For further Information, apply to
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Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.

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Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.

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Intimations.

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TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1899. [143]

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Hongkong, 8th March, 1899. [18a]

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Hongkong, 18th January, 1898. [135]

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Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

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F. CAZANOVE, BORD-AUX.

GOLD MEDALS

Bordeaux, 1892, Paris, 1889.

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This ELIXIR is employed with success to remove the FORCES OF THE STOMACH AND FACILITATE THE DIGESTION.

TONIC WINE

Of the Rev. Father A. KERMANN

MOBIA-RENA of Dr. GOLLZ

CREME DE MANDARINE.

ATELINE ANNETTE SUPERFINE.

Apply to

LAENDLER & Co., Paris.

EXCHANGE

Hongkong, 20th November.

ON LONDON, Telegraphic Transfer, 11/11 5/16

Bank Bills, on demand, 11/11 5/16

Credits, 4 months sight, 11/11 5/16

D'Amoy, 4 months sight, 11/11 5/16

ON BEKIN, (demand), 11/11 5/16

ON PARIS, Bank Bills, on demand, 24/5

Credits, 4 months sight, 24/5

ON NEW YORK, Bank Bills, on demand, 47 1/2

Credits, 30 days sight, 47 1/2

ON BOMBAY, Telegraphic Transfer, 144 1/2

On demand, 144 1/2

ON SHANGHAI, Telegraphic Transfer, 7 1/2

Private, 30 days sight, 7 1/2

ON YOKOHAMA, Telegraphic Transfer, 10/30

Sovereigns, Bank's Buying Rate, 10/30

Gold, 100 touch, per tola, 55/6

Bar Silver, 100 touch, per tola, 27 1/16

Dollars, 100 touch, per cent, prem.

The Share Market.

LATEST QUOTATIONS.

(November 20th.)

Banks.

Hongkong and Shanghai Banking Corporation

—349 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

41 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

45 buyers.

National Bank of China, Ltd.—\$30.

Do. —\$30.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$242.

China Traders' Insurance Co., Limited—\$59.

North China Insurance Co., Ltd.—\$120.

Yangtze Insurance Assoc. Ltd.—\$121.

Strait Insurance Office, Ltd.—\$133.

Strait Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$87.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Limited—\$29.

Indo-China Steam Navigation Company, Ltd.—

—\$82.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$478.

China Mutual S. N. Co., Ltd.—(Preference)—

49 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—43

45 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—43

Star Ferry Co., Ltd.—\$214.

Railways.

China Sugar Refining Co., Ltd.—\$130.

Luzon Sugar Refining Co., Ltd.—\$47.

Mining.

Panjion Mining Co., Ltd.—\$9.

Do. Preference Shares—\$1.50.

Société Française des Charbonnages du Ton-

kin—\$300 buyers.

Queen Mines, Limited—\$0.47.

Jebeub Mining and Trading Co., Ltd.—\$134

sales.

Raub Alluvial Gold Mining Co., Ltd.—\$64.

Oliver Freehold Mines, Ltd.—(A) \$5 buyers.

Oliver Freehold Mines, Ltd.—(B) \$5 buyers.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$1.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25

per cent. prem.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$87.

Wanchai Warehouse and Storage Co., Ltd.—\$45

buyers.

New Amoy Dock Co., Ltd.—\$184.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—

—\$9.50 buyers.

Hongkong Land Investment and Agency Co.,

Ltd.—\$112.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$398.

Hongkong Hotel Co., Ltd.—\$124.

Humphreys & Estate and Finance Co., Ltd.—

—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$284.

China-Borneo Co., Limited—\$104 buyers.

A. S. Watson & Co., Limited—\$16.25.

Hongkong Electric Co., Limited—\$104.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$42.

Hongkong Ice Co., Ltd.—\$125.

Hongkong High-Level Tramways Co., Ltd.—

—\$147.

Dairy Farm Co., Limited—\$6.

Canton & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bells Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$68.

Ewo Cotton Spinning & W. Co., Ltd.—\$14. 624.

International Cotton Mfg. Co., Ltd.—\$14. 75.

Lau-kung-mow Cotton Spinning & Weaving

Co., Ltd.—\$14. 75.

Soy Chee Cotton Spinning Co., Ltd.—\$14. 350.

Yahongkoo Cotton Spinning Co., Ltd.—\$14. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telephone Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 20th November.

New Patna 897 1/2 per chest.

New Benares 870

Old Malwa 880/85

Persian, paper tied 820

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. and Mrs. F. E. Allen

Mrs. Geo. Lawless

Mr. John J. Bawman

Mr. J. E. Lee

Mr. H. F. R. Brayne

Mr. C. W. Longuet

Mr. P. Bure

Mr. and Mrs. A. W.

Capt. Van Corback

Mr. G. H. Dann

Mr. R. Mitchell

Mr. and Mrs. W. H. T.

Madame O'Gorman

Davis and child

Mr. A. L. Denison

Dr. Marx Peters

Mr. P. Dow

Hon. H. E. Pollock

Colonel H. Elsdale

Cmndr. R. M. Ramsey

Mrs. J. S. Ezeikel

Mrs. H. E. Sharp

Mrs. A. Fleet

Mr. A. Sinclair

Mr. A. Forster

Dr. Reich Steinhart

Mr. H. H. Gomers

Mr. A. F. Stokes

Colonel E. H. Gorges

Mr. O. D. Thomson

Staff-Surgeon and Mrs.

W. E. Home

Mr. G. H. Wheeler

Mrs. J. B.urg

Mr. A. G. Wood

Major G. R. St. John

CRAGIEBURN.

Rev. F. Flynn, R.N.

Miss Von der Pforden

Mr. R. F. Johnston

Miss Gladys Von der

Pforden

Mr. C. Messer

Capt. C. B. Simonds,

Ormsby

Hon. and Mrs. R. D. M.

T. Reeves

Miss Ormsby

Mr. and Mrs. V. J. R.

Simmonds

Pforden

Consul Volpicelli

Miss Lillie Von der

Madame Volpicelli

Pforden

VESSELS IN PORT.

Steamers.

ALGOA, British steamer, 4,896, F. G. Hansford,

15th Nov.—Mojito 10th Nov., Coal.—P. M.

S. S. Co.

AMARA, British steamer, 1,705, C. J. Mattock,

15th Nov.—Samangar 3rd Nov., Sugar—

Jardine, Matheson & Co.

AMIGO, German steamer, 872, J. Bendixen,

18th Nov.—Haiphong 15th Nov., General—

Jensen & Co.

BENLOMOND, British steamer, 1,752, C. K.

McIntosh, 16th Nov.—Singapore 9th

Nov., General—Gibb, Livingston & Co.

CHOWA, British steamer, 1,590, J. Williamson,

15th Nov.—Bangkok 6th Nov., General—

Butterfield & Swire.

DAPHNE, German steamer, 1,292, Th. Nissen,

17th Nov.—Kutchipatnu 12th Nov., Coal—

Siemssen & Co.

EMPRESS OF INDIA, British steamer, 5,904,

O. P. Marshall, R.N.R.; 1st Nov.—

Vancouver 10th Oct., and Shanghai 29th

Mails and General—C. P. R. Co.

EQUATORIA, Belgian ship, 1,236, W. Williams,

22nd Oct.—Swatow 21st Oct., Ballast—

Lau, Wegener & Co.

GUTHRIE, British steamer, 1,495, W. G. Mc-

Intosh, 18th Nov.—Kobe 12th Nov.,

General—Gibb, Livingston & Co.

HORNZOLLERN, German steamer, 2,036, H.

Kirchener, 6th Nov.—Yokohama 27th Oct.,

Kobe 31st, and Nagasaki 2nd Nov., General—

Melchers & Co.

IZUMI MARU, Japanese steamer, 2,092, M. J.

Curnow, 13th Nov.—Mojito 7th Nov., General—

Nippon Yusen Kaisha.

KOSAI MARU, Japanese steamer, 1,418, J.

Nagao, 17th Nov.—Singapore 16th Nov.,

General—Nippon Yusen Kaisha.

KUTSANG, British steamer, 1,495, R. C. D.

Bradley, 15th Nov.—Java 4th Nov., Sugar—

Jardine, Matheson & Co.

PHRA CHOM KLAO, British steamer, 1,011, J.

Fowler, 17th Nov.—Bangkok 7th Nov.,

and Koh-sichang 9th, Rice and General.

—Yuen Fat Hong.

SAINT JEROME, British steamer, 1,348, P. T.

Reid, 18th Nov.—Shanghai 15th Nov.,

General—Nippon Yusen Kaisha.

UNDAUNED, British steamer, 2,026, S. Elcombe,

9th Nov.—Philadelphia 8th Sept., Kerosine

Oil—Order.

WONGKOL, British steamer, 1,115, B. B. Brooke

Pigot, 17th Nov.—Bangkok 9th Nov., and

Hoihow 16th, Rice.—Yuen Fat Hong.

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Arm-

bary, 17th Oct.—New York 5th May, Case

Oil—Standard Oil Co.

LOTHAIR, Italian bark, 759, C. Lewanger,

1st Oct.—Callao Peru 21st July, Iron—

Order.

MARV-L. CUSHING, American bark, 1,540,

Pendleton, 1st Oct.—New York 16th May,

Case Oil—Order.